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would pick him up in 15 minutes and did so. In the meantime, I telephoned CATHS & left a message for Kazmarik to the effect that my phone number is again working in the event you have gotten a recorded message saying that it is out of service. Also wondered out loud about why I have not been called by CATHS in the past two weeks. Called Mrs. Allen at Lakeland and spoke with her and conveyed the same message. She assured me that things were somewhat slow on the substitute front of late, (2) that after Thanksgiving the calls would increase dramatically. She reported that she had not gotten the record out-of-service message, but that she did try me one morning and there was no answer. I remember the morning -- I had already said yes for CATHS and did not want to have to say "no" to anyone else and so I did not answer the phone. Watch me get calls from CATHS & Lakeland demand! Went up to 46 Canada and picked up Job and we drove down to the Amer. Parking lot where I showed him the Grosvenor letter & photo. Very interesting indeed. The view from the Brownell side of the embankment looking down the ravine, engine house no. 3 on the left -- the foundation is still there -- above the artesian well. I was feeling very self-protective and assertive and decided that I would ask Job if he were interested in co-authoring with me a book on the Delaware and Hudson Canal Company Gravity Railroad. I decided that I would get it ^(his answer) in writing -- given Job's extraordinary ability of late to not be good for his word. He says that he will do this that and the other and does nothing very maddening.

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Job --
are you interested in being the co-author,
with me, of a book on the Gravity Railroad?

Yes I will.

John V. Baberick

Are you willing to devote 500 hours of your
time, if necessary to this project?

Yes I am. John V. Baberick

Answer these two questions in the space
provided above.

Yours in railroading,

S R P

Job seemed a bit taken aback by my letter -- which I wrote him in his presence. I explained that since his word was not very good -- he didn't stand behind his word -- perhaps if he signed his name he would take the commitment more seriously. He signed. I suggested that we start tomorrow, and he said -- "Why not now," and so we drove here & began. John brought with him some Baberick & Finster family charts that he had drawn up & instead of plunging headlong into the Gravity business, we established the structure for his book on family history by using P.N. I-1978 as the model. We had a grand time -- both of us seated at the marble topped desk in the tent. John listened very well to my recommendations on structure, & we spent well over two hours just getting the structure